

**S E C R E T**

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DOCUMENT NO. 225  
NO CHANGE IN CLASS. ☒  
☐ DECLASSIFIED  
CLASS. CHANGE TO: TS S C  
NEXT REVIEW DATE: 2044  
AUTH: HR 70-2  
DATE: 5 Aug 81 REVIEWER: \_\_\_\_\_

TO MR CUNNINGHAM FROM MR JOHNSON

AS PER PHONE CONVERSATION 21 FEBRUARY, WE DO NOT BELIEVE

IT ADVISABLE TO RUN FLIGHT TESTS ON ENGINE BLOWOUT AT MAXIMUM ALTITUDE TO TEST CONTINUOUS IGNITION. OUR EARLY DISCUSSIONS ON THIS SUBJECT WITH [ ] AND [ ] PERSONNEL MADE IT APPEAR DESIRABLE TO INSTALL CONTINUOUS IGNITION AS LONG AS THERE WAS NO SACRIFICE IN RELIGHT CAPABILITY AT NORMAL ALTITUDES. THIS PROVED TO BE SUBSTANTIALLY TRUE. WE OBJECT TO DELIBERATELY INDUCING BLOWOUTS AT MAXIMUM ALTITUDE AND RECOMMEND THE CONTINUOUS IGNITION ONLY BECAUSE IT SEEMS EVIDENT THAT THERE WILL BE LESS CHANCE OF ANY BLOWOUT AT ALTITUDE WITH A CONTINUING SPARK THAN THERE WOULD BE WITHOUT IT.

SHOULD FURTHER JUSTIFICATION OF THIS VIEW BE REQUIRED, 25X1A  
WOULD PROPOSE THAT [REDACTED] ESTABLISH RELATIVE MERITS OF THEIR  
GEAR IN THEIR ALTITUDE TEST CHAMBER.

END OF MESSAGE

**SECRET**